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CENTRAL INTELLIGENCE AGENCY INFORMATION FROM FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT CD NO.

DATE DIST. // Jun 1951

1951

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50X1-HUM

COUNTRY

SUBJECT

USSR

Economic; Technological - Automobile industry

HOW **PUBLISHED**

Monthly periodical; daily newspapers

WHERE

PUBLISHED

USSR

NO. OF PAGES

DATE OF

INFORMATION

DATE **PUBLISHED**

Jan Feb 1951

LANGUAGE

Russian

SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

SOURCE

Periodical and newspapers : s indicated.

SOVIETS REPORT FAULTS OF POBEDA; QUOTE CAR PRICES, STOCKS

ASK FURTHER IMPROVEMENT OF POBEDA -- Moscow, Avtomobil', No 1, Jan 51

A 2-year test of operating characteristics conducted with 744 Pobedas used as Moscow taxis showed that the average car went 75,000 kilometers before it required minor (sredniy) repairs. The best drivers drove their cars 100,000 kilometers before minor repairs were necessary, and only changed the piston rings and the bearing bushings in this period.

The accepted distance norm for minor repairs is 76,000 kilometers, for capital repairs, 130,000 kilometers. Certain parts of the car required repairs before the car had gone the distance set by the norm. In a group of 744 cars, the following number required premature repairs for the reason given: motor, 150; transmission, 20; rear axle, 20; front suspension, 185; and steering wheel, 27.

Although the merits of the Pobeda are undisputed, it still has certain shortcomings. To lengthen the crankshaft's life, it would be desirable to have additional replacement bushings of various sizes, possibly plus 0.10 and plus 0.15 millimeters, to avoid needless grinding of the shaft collar to fit plus 0.25-millimeter bushings after it has been operating with plus 0.05millimeter bushings.

Best operating results are obtained if the motor bushings are changed at 25,000, 50,000, and 75,000 kilometers. CChanging the bushings at the indicated distances will increase the length of service of the bearings, and eliminate the disparity between wear on the bearings and wear on the cylinders (the bearings wear out sooner), equalizing wear in such a way that the shaft collar will need grinding at the same time that the cylinders need boring. The use of SU oil noticeably increases the length of service of the motor.

The plant has considerably increased the durability of the flywheel-rim gear as compared to the first models of the Pobeda, but the gear still suffers considerable wear. The rivets installed on the clutch friction plate are too

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hard, and as a result, as the disk wears, there is a noticeable wearing down of the pressure plate and the surface of the flywheel in the form of deep concentric lines. The plant has considerably increased the life of front wheel bearings, but there are still instances of premature breakdown of the external bearing and the rotating-cam axle. The front suspension of the car should be made more dependable. The threaded junctions and the jacket clamps on the ends of steering rods are not strong enough, resulting in stripped threads.

Changes in the hand-brake lever have made it more dependable, but beyond the car's advertised mileage it does not operate satisfactorily. The cable stretches noticeably in operation, and regulating its length is inconvenient. The teeth of the brake pawl wear out quickly and the hand-brake grip is not strong enough. When there is considerable wear on the friction-cover plates of the brake shoes, the length of the drive rod and the shape of the drive lever limit the adjustment of the brake shoes, no matter how well the gear cable is adjusted. In such cases, the lower end of the drive lever sometimes jams the brake shoe.

The paint job wears out prematurely in the grooves of the body top, resulting in corrosion after 50,000-60,000 kilometers. After 80,000-90,000 kilometers, the paint on the floor, trunk compartment, gas tank, door bottoms, and the forward part of the rear fenders begins to corrode.

The criterion for sending M-20 taxis for minor and capital repairs is the condition of the body and its fittings. Improvement of the anticorrosion coating of the M-20 is desirable.

The life of the steering-gear needle-roller bearing, which has to be changed after 30,000-40,000 kilometers, is too short. The rear shock absorber brace cometimes breaks at the weld, and parts of the window-raising mechanism get out of order regardless of the distance traveled. Breakage of the hub plate and the rear spring suspension bracket has also been reported.

Several parts of the car are inaccessible for servicing, e.g., the overflow plug of the coarse-oil filter, the water-jacket drain plug, and the steering-gear shaft. Operating practice shows that more than 50 percent of the defects in the car result from defects in the electrical equipment. The quality of the electrical equipment and the length of service of some instruments are still unsatisfactory, e.g., the induction coil, horn, and starter.

A group of 372 unmodernized (built before 1 November 1948) Pobedas developed 718 defects in a run of 15,000 kilometers, while a group of modernized Pobedas showed 334 defects. In this latter group, there were 169 defects in the electrical equipment. -- Engineer I. Barashkov.

GIVES PRICES OF POBEDAS, MOSKVICHES --- Alma-Ata, Kazakhstanskaya Prevda, 27 Feb 51

The Alma-Ata specialized store of Glavavtotraktorosbyt (Main Administration of Automobile and Tractor Sales) has a large selection of cars for sale to the public. M-20 Pobeda convertibles sell for 15,000 rubles, Moskvich sedans sell for 9,000 rubles, and Moskvich convertibles sell for 8,500 rubles. The M-1-A Moscow motorcycle sells for 2,550 rubles.

Moskviches are also for sale in oblast offices of Glavavtotraktorosbyt.

The specialized store's address is 55 Gogol' Street, Alma-Ata; telephone 67-96. -- Advertisement

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FARMERS BUY PASSENGER CARS -- Tbilisi, Zarya Vostoka, 24 Feb 51

The Thilisi store of Glavavtotraktorosbyt (Main Administration of Automobile and Tractor Sales) sold more than 3,000 Pobedas and Moskviches to village inhabitants last year.

OFFER TRUCKS FOR SALE IN TBILISI -- Tbilisi, Zarya Vostoka, 17 Feb 51

Tsekavshiri \sqrt{C} entral Caucasus Consumers' Goods Unica? \sqrt{C} has received 140 trucks for sale to kolkhozes. -- Advertisement

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